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with which is incorporated the
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No. 15,452. 號二十五百四千五萬一第 日八十月九年三十三緒光 HONGKONG, THURSDAY, OCTOBER 24th, 1907. 四拜禮 號四十二月十年七零百九千一英港香 PRICE, \$3 PER MONTH.

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Comfortable accommodation for travellers
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Hongkong, 17th October, 1907. 1671

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ALEXANDRA BUILDINGS,
Hongkong, 23rd October, 1907.

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Correspondents must forward their names and ad-
dresses with communications addressed to the
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All letters for publication should be written on
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BIRTH.
On October 23rd, at the Government Civil
Hospital, the wife of the Rev. J. H. FRANKS, of a
daughter. [1705]

MARRIAGE.
On October 17th, at the British Episcopal
Church, Fochow, by the Rev. Dr. Lloyd, JAMES
HELDING, to BARBARA THOMSON JEFFERY,
daughter of the late WILLIAM HENRY JEFFERY,
Esq., of Kent, England. [1706]

HONGKONG OFFICE: 10A, DES VAREZ ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 24TH, 1907.

A gentleman named WILLIAM WILLET has discovered that on an average two hundred and ten hours of daylight every year are "wasted" by every person in England. It does not appear from his pamphlet that he is one of those annoying people who consider every moment of inaction a sin. It is daylight, and not time, that he desires to see fully utilized. It must have occurred to everyone at some time or other that if people rose and retired with the sun, a great deal of the unnecessary expense of living would be saved. Mr. WILLET sees further that people would have more time for healthy outdoor recreation. As quoted by a contemporary, he would out off some of the morning hours and add them on to the afternoon. This, he proceeds to show, could be effected by no greater task than that of putting the clocks of the nation on a few minutes, and back a few minutes at stated intervals according to the rise and fall of the year. The months selected for this change would be most naturally April and September.

Between October 1 and March 31 ordinary Greenwich time would be observed. But in April the clocks would begin to be put forward, let us say, twenty minutes at a time for four successive Sundays at 2 a.m., in order to choose an hour that would be most generally convenient. At the end of the month there would be a clear advance of an hour and twenty minutes in standard time which would automatically be added on to after-noon hours, and then business, apparently ending at 6 p.m., would really be done with by 4.40—an obvious gain for the purposes of air and exercise. Similarly in September the clock would be put back twenty minutes on four Sunday mornings, in order to bring the movements of the community back to standard time. The change in either direction could thus be made so gradually as to be hardly noticeable, at the sole cost of submitting to four days of twenty-three hours forty minutes, and four of twenty-four hours twenty minutes in the whole year. As Mr. Willet remarks: "Those who have travelled by sea east or west will remember how easily they accommodated themselves to the frequent alterations of time on board ship,"—which alterations, it may be observed, are far more violent than those that he suggests.

At first it looked like a bit of Silly Season twaddle, but London seems to have been taking it seriously, and the *North China Herald* as gravely recommends the idea to Shanghai. In the hot summer months at Hongkong, we have sometimes thought it might be an advantage to turn night into day, working or playing through the comparatively cooler night hours and sleeping during the day, but it was merely a random thought, and ignored as it deserved. We cannot see that there is any advantage in playing with our clocks as suggested. Those who want to use more daylight for recreation may rise earlier in the morning; there is nothing to hinder them. In the East, many people do so, riding or swimming before breakfast. The simpler way, though, it would tend to dislocate business, would be to let the clocks tick on with their usual regularity, and adjust office hours to the seasons. Make the working day in winter an hour or two shorter, and in summer an hour or two longer. But as mists come and go in winter much as they do in summer, and work must be done, we do not press the suggestion as an urgent reform. There is one matter raised in the discussion, however, that seems worth passing notice, and that is the folly of those who are foolishly anxious to "map out their time," and in so doing think it heroic to curtail the hours of sleep. It is practically certain that the author of the "early to bed and early to rise" saw was a taskmaster concerned more with the accomplishing of his tasks than with the future health, wealth and wisdom of his auditors. The man who perpetuated that other saw about six hours sleep being sufficient for a man, even for a woman, eight for a child, and nine for a fool, was something still worse, and we trust has had his reward. According to SHAKESPEARE, it is "sleep that knits up the ravelled sleeve of care," and it is gratifying to find that modern common-sense is overcoming the old humbug. We read now that it is impossible to sleep too much. A recent authority writes:

How the superstition ever grew up that there is such a thing as weakening yourself by over-sleeping I cannot imagine. Whatever may have been the source of the delusion, it is utterly without basis in physiology. No one ever got too much healthy, natural sleep, or injured himself physically by staying in bed until he felt rested. Most men and all women would be better for a nap of from twenty minutes to an hour after the midday meal. Sleeplessness is even more emphatically a sign of disease in children than in adults. To make children or rapidly growing young adults get up before they have had their sleep out, and feel thoroughly rested, is not merely irrational but cruel, and when it is done as a routine at boarding schools, or other institutions, by those who pretend to be fitted to have the care of children, it is little short of criminal.

The writer knocks the old "beauty sleep" fallacy determinedly on the head. There is no foundation for it, and still less for the notion about one hour before midnight being worth two afterwards. This latter idea has grown up, "with the early-rising fetish." There is nothing to prove that the last two hours' sleep do not give fully as much rest as the first two. Nor is there any necessary physiological connection between sleep and darkness. The reason why working by night and sleeping by day is often injurious is because of the lack of sunlight. The writer would have had much sympathy with the schoolboy who made his famous retort to the paternal admonition on the subject of the early bird catching the worm. There is no advantage, he asserts, in early rising in itself. It is a survival from more primitive times when our agricultural ancestors had to work in daylight only, and when candles were dear. Civilization and late hours always go hand in hand. He says further:

Nor is there any adequate support for the impression that the early morning hours are in any way more wholesome or healthy than later periods of the day. Except in summer time they are apt to be damp, foggy, chilly, and among the least desirable hours of daylight. It is quite true that during the summer there is a sense of exhilaration about being abroad in these early morning hours, but this evaporates with the dew, and is apt to be succeeded by a corresponding depression and loss of working power later in the day.

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]
NEW YORK BANK SUSPENSION.

LONDON, October 23rd.
There has been a run on the Knickerbocker Trust in New York. The Trust paid depositors eight million dollars and then suspended payment. In consequence there have been heavy falls in exchange, and a panic is feared.

[REUTER'S SERVICE.]

CANADA AND ASIATIC LABOUR.

LONDON, October 23rd.
Mr. Lemieux, the Canadian Minister for Labour, is going to Japan via London in order to confer with the Colonial and Foreign Offices on the question of Asiatic immigration generally.

LATER.
Mr. Lemieux has again changed his plans, and will sail direct to Japan.

THE MERCANTILE NATIONAL BANK.

LONDON, October 23rd.
Mr. Morse, New York's big financier, has announced that he has resigned all Bank Directorships, owing to his connection with the Mercantile National, but a significant announcement followed an all-day investigation by the Clearing House into the affairs of the National Bank of North America and the New Amsterdam Bank, the largest of twelve Banks, with \$15,000,000 capital and deposits of \$80,000,000. The Clearing House announced yesterday evening that all the Banks examined were solvent, and that it was prepared to assist them.

GERMANY AND CHINA.

LONDON, October 23rd.
It is officially stated in Berlin that China is making difficulties regarding the railway concessions in Shantung, and that the Chinese Minister has requested Germany, in the interests of the excellent China-German relations, to renounce the Kiaochow-Johann concession. Germany has refused this in the absence of an offer of adequate compensation.

ARREST OF AMERICANS IN ST. PETERSBURG.

LONDON, October 23rd.
The wealthy American writer, Mr. Walling, his wife and sister, have been arrested in St. Petersburg, together with four Finns, it is supposed as Socialists, but the charge on which they were arrested has not transpired; their rooms were searched and books, pamphlets, and manuscripts seized.

The Colonial Secretary here has received a telegram from the Secretary to the Government at Simla as follows: "Order withdrawing Venice Sanitary Convention regulations at Madras ports against arrivals from Hongkong withdrawn on 17th inst."

Among the cargo shipped by the s.s. "Empire" for Australia yesterday was a large quantity of bran from the Junk Bay Mills. Mr. A. H. Rennie also received last night an extraordinary wire asking for as much wheat as he could ship. The Australian harvest prospects cannot be bright this year when merchants there are seeking wheat from Hongkong, a proceeding which reminds those who know of the vast areas under cultivation in the Island Continent of shipping coals to Newcastle.

Last evening at the City Hall the Bandmann Combination produced the sparkling musical comedy, "The Beauty of Bath," before a large audience. With Miss Georgie Corless in the title role and Mr. Harry Cole as "Lemon," ably supported by the other members of this excellent company, the comedy proved a great success, and the audience frequently manifested its enthusiastic approval of the individual efforts of the artists. To-night the Company produce the funny musical comedy, "The Gay Parisienne."

Does the Director of Public Works know in what a disgraceful condition Pokfulam Road is nightly left by the workmen now repairing it? Heaps of stone and blocks of granite encroach upon the thoroughfare, leaving the barest possible margin for vehicular traffic, and at night, the road being unlighted, it is most dangerous. If there had not been ample room to leave a wider road, this complaint would not have been made, but as it is, we say there is no possible excuse for such carelessness of life and property. If the material had been left on only one side of the road it would not have been so bad, but it lies first on one side, then on the other, and one has to drive or steer a gork-screw-like course, to the detriment of vehicles and in peril of serious "accident." We shall be glad to hear that a little commonsense and firmness of supervision has been brought to bear on those responsible.

SUPREME COURT.

Wednesday, October 23rd.

IN CRIMINAL JURISDICTION.

BEFORE MR. A. G. WISE (ACTING CHIEF JUSTICE).

THE TRIAL OF ADOLPH PRISONER SENTENCED TO DEATH.
The trial of William Hall Adolphi for the murder of Gertrude Dayton on August 4th in this Colony was concluded. The spectators in Court were more numerous than on previous days, and by ten o'clock there was no sitting accommodation available, and very little standing room.

As before the Attorney-General, Hon. Mr. W. Rees Davies, instructed by Mr. G. E. Morrell, from the Crown Solicitor's office, prosecuted, and Sir Henry Barkley, K.C., instructed by Mr. R. Harding, appeared for the accused.

A special juror was—E. A. Ram (foreman), C. W. May, D. W. Craddock, J. Barton, A. Turner, U. P. White and G. L. Tomlin. Adolphi again entered the witness stand, and was cross-examined by the Attorney-General.

I understand you admit all the evidence put forward by the prosecution, except in so far as the murder took place and the fact that you did not as alleged, put the box over the same?

What do they say?—Seeing the boy at six o'clock in the hotel, and some minor details I don't admit.

I put it to you in short that you admit you came here by the Eastern as alleged; you admit that you went to the Hongkong Hotel, and were seen there by the various witnesses who gave evidence?—I admit being seen by some of those witnesses.

And that you were as a fact staying at the hotel with the deceased under the names of Mr. and Mrs. W. H. Jones?—I do, sir.

You admit you were in the house with her known as No. 12, and to the house occupied by Miss Leavitt?—I admit going to the house kept by Miss Homestead, but do not recollect the other place.

His Lordship—I think you stated that you went somewhere else?

Prisoner—I went to some other houses. The Attorney-General—I will come to that later. Then you admit the details about taking the trunk to Messrs. Butterfield and Swire's, leaving it there, returning and exchanging the name of the place to which you wished to send it?

Yes, sir.

You admit all that, and that you yourself subsequently took it in a sampan to the Monteleale?—I do, sir.

You admit the purchase of the box?—Yes, sir.

You admit the pawning of the diamonds on the day after, and that you left the Colony as alleged by the *Tea Maru*?—Yes, sir.

Now you admit all these statements, notwithstanding that your learned counsel, has cross-examined the various witnesses at length to show that it was a case of mistaken identity, and that you were not the man who went to these places?—I admit that.

What was your business before you were arrested?—I was returning home to the United States as a civilian.

We had yesterday some testimonials as to your character and antecedents. Would you have any objection now if you were not under arrest?—Yes, if I was at home in the States, I am a plumber and tinsmith.

What were you doing at Manila?—When sir?

At the time you were in the society of the deceased woman?—What was my intention?

I don't want to know what your intentions were. What were you doing there?—I went to Manila en route to the United States.

How long had you been staying there?—From July 17th to July 30th.

During that time were you engaged in any occupation?—No, sir. It wasn't necessary.

How long had you known Gertrude Dayton?—I met Miss Dayton about a year ago this month in house 92, Calle Alejandro, had at three or four minutes' conversation with her and left the house.

At Manila?—Yes.

Had you seen her in the meantime since that meeting?—No, sir.

Had you any letter communication with her during that time?—No letters came to me, but I saw letters from her.

So I may take it you only saw her once before you saw her in Manila this time?—Yes.

Therefore your acquaintance with her was general, was it not?—Yes.

Now as regards the dispute that took place between B. Booth, Miss Marshall and the deceased woman, you were called in by Miss Booth to act as a sort of intermediary?—No, sir.

I put it to you that Miss Booth called you in and asked you to act as a mediator between her and the deceased?—No, sir. She did not call me into the hotel.

I have not said so.—I said I met Miss Booth while out driving, and she asked me to go. Miss Dayton to meet her alone.

That is exactly what I said. Why do you think then that Miss Booth should have selected you to approach Miss Dayton on her behalf?—I suppose because she saw Miss Dayton and I out driving, and she saw Miss Booth also. We used to go to the theatre together as well.

In fact, she knew at the time you were living with the deceased?—I was not living with her.

You were in the same hotel?—In the same hotel, but not living with her.

Were you friendly with Miss Booth?—No.

Did you have much discussion about the insurance payments?—None whatever.

Do you mean to say that when Miss Booth asked you to try to get Miss Dayton to meet her alone, no reference was made to the subject in dispute?—No. In the hotel when Miss Booth tried to get Miss Dayton to sign certain papers I heard the conversation.

When you met Miss Booth alone, why did you tell her you would try to get Miss Dayton to meet her, but that you did not think she would?

I meant that Miss Dayton was under no obligation to me, and I did not think it was any use.

This gentleman, Mr. O'Brien, according to your statement is a lawyer in Manila?—I believe so.

And he, according to what you say, in his capacity as a lawyer advised Miss Dayton to get out of Manila, having already carried out monetary transactions for her?—Yes, sir.

Now you saw Miss Dayton, as you say, on one occasion previous to this year, before you saw her as a casual acquaintance at this hotel?—Yes.

Do you mean to suggest to me that during the time you were with her at the hotel your relations were purely of a casual character?—Possibly.

Why do you suppose Miss Dayton asked you to accompany her to Hongkong?—I mentioned that I was coming to Hongkong myself.

Would a woman with whom you were not on terms of intimacy select you particularly as company to go away with?—She did it in

order that she might avoid the ends of justice in Manila. And I was often in Miss Dayton and in Miss Marshall's company, and I told them I was going home on the *Manila*. They persuaded me to stay, and I remained there and played cards with them, and went out riding and driving.

At any rate you were a willing victim; you accepted her proposal and left Manila with her, and became her familiar friend until the night of her death?—Not necessarily. No, sir.

Well you were with her, and registered in the hotel as husband and wife?—Yes, sir, but there was no criminality on my part.

I am not talking about criminality. It is a small matter having regard to the charge under which you at present stand. The deceased woman trusted Miss Marshall implicitly, didn't she?—I don't know.

You told us she gave her those orders?—I said Miss Dayton gave Miss Marshall one of the post office orders.

I put it to you that the deceased regarded Miss Marshall as a friend, and trusted her implicitly?—Yes, they were friends.

Now, on leaving Manila you told us that a Chinese coolie spoke to Miss Dayton?—At the steam launch landing.

Do you attach any importance to the fact of the Chinese boy speaking to her?—Not necessarily.

What importance do you attach to the conversation at this time between her and the boy?—I am just stating the facts of what happened from the time of my leaving Manila until my arrival at Hongkong.

Do you suggest that the boy made any communication to her with regard to the dispute between her and Miss Booth?—Miss Dayton seemed to be excited at the time.

Other people spoke to her, you know, on board the ship. What I want to know from you is what is there in the fact of this boy saying good-bye to Miss Gertrude?—I don't attach any importance whatever to the fact, only that the boy spoke to her and Miss Dayton became excited. Nobody spoke to her on board the ship.

All her jewellery you say, was entrusted to you?—Yes.

And she remained on the deck of the steamer at night watching for the police?—I remained on deck at night.

In custody of her belongings?—In custody of her belongings.

What was to be your ultimate destination when you both left Manila?—Hongkong.

You booked for Hongkong?—Yes.

And paid for the tickets?—Yes.

For both?—I did.

That was a generous act on your part, wasn't it?—No, this money was to be refunded on arrival at Hongkong.

The amount of her ticket, or the amount of yours and hers?—The amount of her ticket.

Not yours?—No, sir.

You were not yourself travelling at her expense?—No, sir.

On arrival at Hongkong there was another Chinaman who appears?—Yes, Miss Dayton said she thought she knew him.

Did it strike you as being a most remarkable fact that a person landing in Hongkong should know a Chinese boy?—Not necessarily.

What importance do you attach to the fact?—None, she was in a house where there were a number of Chinese servants.

I suppose on the voyage from Manila to Hongkong you and Miss Dayton were in perpetual conversation on a variety of subjects?—I can't follow you.

You can follow me perfectly well.—But I cannot hear, sir.

I put it to you that you had conversations on a variety of subjects during the voyage?—Yes.

Why do you think it necessary to tell the Court about that particular instance of the Chinese boy?—Because we met him there and she was excited. She was seeing things and looking at every Chinaman on the boat coming across from Manila.

What was there on her mind, do you think?—I do not know, sir. I am not a mind reader, and cannot read a woman's mind.

The whole thing is part of your story, is it not, that some unknown man committed the murder. First the story of the Chinese boy alarming her at Manila; then the strange gentleman who accosted her?—Yes.

And what you regard as an important part?—In a way, yes.

And why didn't you tell me that before. Is there anything about the statement of the Chinese boy that you regarded as important?—I thought it was peculiar in Manila, and coming over Mr. Dayton was so peculiar and strange.

Having regard to the fact that this woman was murdered, you consider that her seeing this Chinese boy gives some clue to it?—In no way.

There was something about the woman's past?—There was something strange about those boys meeting her.

You went to the Hongkong Hotel, and you say you had two bottles of brandy and two bottles of whisky?—Yes, sir.

The two bottles of whisky were found in the room; what became of the brandy?—That I don't know.

Where did you get the brandy?—At Chefoo, on did not dispose of them myself?—No.

And they were not found afterwards?—Not to my knowledge.

Who are Mr. and Mrs. Feist?—I don't know.

They dined at the next table to you that night?—I believe they did, or one next.

Had you ever seen them before?—No, sir.

Have you seen them since, or either of them?—No.

So far as they are concerned, apart from the conversation had when they were introduced to you, you did not see them again?—No, but I can describe them.

Upon arriving at the corner of the Hongkong Hotel, you were met by a man coming from the reception of the King Edward Hotel. What was that man like?—He appeared to me like a Jew. I did not get a good look at him, as his back was towards me.

As soon as he spoke to her she immediately turned round and said to you—"Don't go far"?—Yes.

Did you hear the conversation between them?—No.

You heard her talking excitedly, didn't you?—I heard him.

Did you walk away deliberately not to hear what passed between your lover and the other man?—Who? She was not my lover.

Well, you were living with her. I will call her your companion, or what you please. Do you mean to say you walked away not to hear the conversation?—Yes. It was none of my business.

It was not about the dispute between her and Miss Booth?—I don't know.

How long did this conversation last?—Four or five minutes.

You were standing a few paces off the whole time?—About ten or twelve paces.

And you say there was no further conversation between you and her as to who this man was?—No.

Supposing he was in Court to-day, could you point him out?—No, sir.

Was he an old man?—As near as I could see he was a man between 25 and 30.

Did he see you with her?—I suppose he did. We were both going towards him.

Now I suppose your suggestion is that this murder was committed by some man to avenge the wrong done to Miss Booth by the deceased?—I don't know.

You have no suggestion whatever as to the reason why she was murdered?—No.

Then you don't yourself think that the motive was in any way actuated by the dispute between her and Miss Booth with regard to money matters?—I don't know anything about it.

Come now, who do you think committed the murder?—I do not know, sir.

Who do you think did it?—I do not know.

What are your suspicions in the matter?—The only thing I thought of was B. Booth.

And that the man who murdered her did it at the instigation of Miss Booth?—I don't know who it was. I thought of Miss Booth because the deceased had stolen money from her.

You don't suggest it was the strange man?—I don't suggest anything.

Apart from that fact, all you are prepared to say to the jury is that you think the murder was committed through Miss Booth?—I am not prepared to say anything.

You needn't have any compunction in stating that you really do think about anyone else?—The only thing I said was that my thoughts first went to Miss Booth, on account of Miss Dayton stealing the money from her.

How long were you on No. 12 that night?—I don't know. About an hour and a half, two hours, or three hours. I couldn't say exactly.

Were you still in possession of all her jewellery?—Yes.

Having regard to the fact that you had taken a room in the Hongkong Hotel, did you think it necessary to carry all that jewellery about?

describe the general run of the place they
testify that I slept there that night.

one of the things which is apparently
sidered most damning is the fact of
flight. Gentlemen, that is merely an ino-
to which no weight should be attached.

con- his
ident
The

evulgence. There is to support the theo-
suicide. Gentlemen, the corpse is found w
waistband round its neck, the waistband
she was wearing the same night, which

that is only the
friend, the Attorney-General, will bear me
when I say that the law books teem
instances of persons convicted upon circum-

you are wreaking vengeance on the prisoner, is not within your province to avenge. Vengeance is the prerogative only of a higher power—the Divine power. There is a higher quality than vengeance and that is justice. That quality you are here to bestow. T

(Continued on page 5.)

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1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

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NEW ADVERTISEMENTS

NOTICE

NOTICE IS HEREBY GIVEN that on and after this date all Receipts and Contracts or Orders for Goods—purchased in connection with the business of this Hotel, must be SIGNED BY HO SHIAU CHEUNG (何壽章) and HO MAN YU (何文玉) or either of them, otherwise the Proprietors of this Hotel will not be responsible for same.

NOTICE IS HEREBY ALSO GIVEN that the Proprietors of the Hotel will not be responsible for any Debts contracted by any of the employees unless signed by either of the above Signatories.

CONNAUGHT HOTEL PROPRIETORS.
Hongkong, 24th October, 1907. 1104

BOSTON STEAMSHIP COMPANY

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMERIC"
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MANILA, SHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,
Agents.

Hongkong, 22nd October, 1907. 7

REPRESENTATIVE of a First Class Hamburg Import and Export House, well acquainted with the China Trade wishes to make arrangements with a local firm of good standing for the purchase of Continental and English Goods. Please apply to
Box 333,
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Hongkong, 23rd October, 1907. 1700

CANTON INSURANCE OFFICE, LTD

NOTICE TO SHAREHOLDERS.

THE TWENTY-SIXTH ORDINARY MEETING of Shareholders will be held at the Office of the Manager at 12.30 p.m. TO-MORROW (FRIDAY), 25th instant. THE TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 25th instant, both days inclusive.

JARDINE, MATHESON & CO., LD.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, 5th October, 1907. 1623

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Good turn over guaranteed. Leading firms only.

Apply—
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Care of "Daily Press" Office.
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B.C.
Care of "Daily Press" Office.
Hongkong, 19th October, 1907. 1684

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MANUFACTURERS & WHOLESALE & RETAIL Dealers in all Sorts of
DRAWN WORK, EMBROIDERY, BEST PEWTER WARE and CANTON GRASS CLOTH, &c.
Hongkong, 19th October, 1907. 1685

NOTICE.

A new Contractor's Shop having been opened under the style of "HOP HING CHEUNG & CO." in the same street as ourselves we respectfully beg to ask our Customers to kindly address any order or other communication intended for us to No. 45, Graham Street.

HOP HING CHEUNG.

Builder & Contractor.
Hongkong, 21st October, 1907. 1689

NIGHT STEAMER TO CANTON.
S.S. SAN CHEUNG.

New Twin Screw Steamer, Capt. J. McGINTY, Leaves Hongkong for Canton at 9 p.m. on MONDAY, WEDNESDAY and FRIDAY.

Leaves Canton for Hongkong at 5.30 p.m. on TUESDAY, THURSDAY & SATURDAY.

Fare 1st Class - \$3 single passage
Males
2nd " 40 "
3rd " 30 "
Meals \$1 each.

SPECIAL EXCURSIONS TO MACAO on every SUNDAY.
Leaving Hongkong at 9 a.m.
Returning from Macao at 6.30 p.m.
Fare 1st Class \$1.50 single passage.
2nd " 80 "
3rd " 40 "
Meals \$1 each.

Servants' passages must be paid for.

CHEUNG ON STEAMBOAT CO., LD.,
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Hongkong, 19th September, 1907. 1527

INTIMATIONS

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FOR A SHORT SEASON ONLY.

THE BANDMANN OPERA CO.

55 LONDON ARTISTS 55

Will present the following latest London Successes:

TO-NIGHT (THURSDAY) October 24th:
The Surprisingly Funny Musical Comedy, "THE GAY PARISIENNE."

TO-MORROW (FRIDAY), October 25th:
The Highly Successful Musical Comedy, "THE DAIRYMILK."

SATURDAY, October 26th:
The Great Daily Theatre Success, "THE CINGALESE."

MONDAY, October 28th:
The Great Apollo Theatre Success, "MR. POPPLE OF IPPLETON."

TUESDAY, October 29th:
The Rage of London and New York, "THE BELLE OF MAYFAIR."

WEDNESDAY, October 30th:
The Sparkling Military Comedy, "LADY MADCAP."

THURSDAY, October 31st:
The Sparkling Chinese Comic Opera, "SEE SEE E."

MUSIC BY Sydney Jones
Composer of the "Geisha."

LAST NIGHT.

FRIDAY, November 1st:
"THE SPRING CHICKEN."

Box Plan Now Open at
Messrs. S. MOUTRIE & CO., LTD.
Hongkong, 3rd October, 1907. 1618

COLONIAL SECRETARY'S DEPT.

INFORMATION has been received from the Military Authorities that FIELD FIRING will be carried out under—

On the slope of Beacon Hill in a North-Westerly direction, between 8 a.m. and 1 p.m. on the 19th and 25th instant.

From Custom's Pass in a Westerly direction towards Kau-lung Peak on the 21st, 22nd, 23rd, 24th and 25th instant.

F. H. MAY,
Colonial Secretary.

Hongkong, 19th October, 1907. 1687

WAR DEPARTMENT CONTRACTS.

TENDERS will be received at the Head Quarter Offices until 12 o'clock Noon, on TUESDAY, the 12th of November, 1907, for the supply of—

GENERAL SUPPLIES, "A" (except Milk) including Indian food-stuffs.

For the period from 18th November, 1907 to 31st March, 1908.

Forms of Tender and any Particulars can be obtained on application to this Office, personally or by letter, addressed to the Officer Commanding Army Service Corps, between the hours of 10 a.m. and 4 p.m.

The Tenders must be properly filled up, signed and dated and no tender will be noticed unless delivered upon the proper form at the Head Quarter Offices by 12 o'clock Noon on the above date, in a closed envelope marked "Tender" on the outside.

The right to reject any or all Tenders is reserved.

Head Quarter Offices,
Hongkong, 19th October, 1907. 1688

WREATHS AND CROSSES.

ARTISTICALLY MADE OF GLASS BEADS, REPRESENTING NATURAL FLOWERS, CYPRESS, and DIFFERENT EMBLEMS OF MOURNING.

Apply to
VICENTE ATENZA,
11, Chancery Lane,
Or to QUAN WAH & CO.,
1, Queen's Road East.

An inspection by those who have lost their dear ones & who may want Wreaths, &c., for the 2nd November is solicited.

The Public are invited to inspect the stock and are not pressed to buy.

Hongkong, 22nd October, 1907. 1696

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM OF DENTISTRY.

33, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 17th April, 1907. 1444

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD, "DOCK."

A. A. B. C., and Engineering Code Used.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 964 "

Width of Entrance on Bottom... 884 "

Water on Blocks at Spring Tide... 34 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK No. 2.

Extreme Length... 571 feet.

Length on Blocks... 561 "

Width of Entrance on Top... 86 "

Width of Entrance on Bottom... 75 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for service.

Notice.

799

TO LET.

TO LET.

THE WHOLE of the SECOND FLOOR of No. 34, Queen's Road Central, (opposite the General Post Office). The Rooms are light, spacious and well ventilated; 13 in number, including kitchen, pantry, bathroom, servants' quarters, etc. Very moderate rent. Immediate possession. Apply to
YEE SANG FAT & CO.,
Same Address.
Hongkong, 7th October, 1907. 1627

TO BE LET OR SOLD.

WITH POSSESSION FROM 1st JUNE—
IN WANCHAI ROAD.

GODOWN, built of brick, with tiled roof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise. Apply to—
"K."
Care of "Daily Press" Office.
Hongkong, 3rd May, 1907. 870

TO LET.

NO. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, Zealand Street, No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—
LEIGH & ORANGE,
1, Des Vaux Road.
Hongkong, 9th October, 1907. 94

TO LET.

TWO GODOWNS, No. 7, Wanchai Road, and No. 3, Praya East, at moderate rental.

Apply to—
WANCHAI GODOWN CO.,
Wing Cheong Chan, Agent,
3, Connaught Road West,
Hongkong, 16th October, 1907. 1663

TO LET.

"STONHEVED" 35, Robinson Road.

Nos. 27, 31 and 33, SEYMOUR ROAD.

Apply to—
SAM WANG CO., LTD.,
81, Queen's Road Central.
Hongkong, 22nd July, 1907. 1103

TO LET.

FIRST Class European Houses, Loebel Terrace and Humphreys Avenue Kowloon.

Apply to—
HEWAN & CO.,
Care of China Merchants S. N. Co.,
Hongkong, 18th October, 1907. 1590

TO LET.

"HATHERLEIGH," CONDUIT ROAD.

OFFICES in King's Building and York Building.

GODOWNS in PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st October, 1907. 1160

TO LET.

SHOPS and FLATS in Des Vaux Road, Central.

No. 14, SALISBURY AVENUE, Kowloon.

No. 3, EAST TERRACE, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE CO., LD.,
Hongkong, 15th July, 1907. 1155

TO LET.

"GLENWOOD" CAINE ROAD, suitable for a Boarding house or Club. Containing 23 Rooms.

BEACONSFIELD ARCADE, Fine Offices and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell Macgregor).

OFFICES in Queen's Road Central.

BELLING TERRACE HOUSES, ROBINSON ROAD.

"THE EYRE" Peak (Furnished) for 3 Months from 1st September 1907. Cheap Rental.

BISHOP'S LODGE SOUTH (Peak) Partly Furnished, Immediate Possession.

No. 1, MOUNTAIN VIEW (Peak) Furnished. For 4 or 5 months from 1st December, 1907.

No. 6, DES VEAUX VILLAS (Peak). No. 2, BEACONSFIELD ARCADE.

No. 55, ELGIN STREET (Corner House). Apply to—
LINDSEY & DAVIS,
3rd Floor, Alexandra Buildings,
Hongkong, 25th September, 1907. 1102

TO LET.

LARGE and SPACIOUS GODOWNS Nos. 9, 9A, 9B, 9C and 10, PRAYA EAST, formerly in the occupation of the Admiralty.

Apply to—
HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1907. 809

TO LET.

IMMEDIATE POSSESSION.

NO. 2, HOLLYWOOD ROAD.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 2nd March, 1907. 491

TO LET.

NO. 2, MACDONNELL ROAD.

Apply to—
COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1905. 197

TO LET.

TIANG YUEN 18A and 18B, Macdonnell Road, two storied Houses with Bath-rooms, &c., at moderate rental.

Apply to—
WING CHEONG CHAN,
3 Connaught Road West.
Hongkong, 16th October, 1907. 1662

AUCTION.

PUBLIC AUCTION.

THE Underigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (FRIDAY) the 25th October, 1907, at 11 a.m., at their SALES ROOMS—No. 8, Des Vaux Road, (Corner of Lee House Street), 40 Cases of JULIEN and GRAVES, 20 " WHISKY, 40 " GIN, 20 " BEER, 50 " WATSON'S No. 10 WHISKY, 50 " RED CROWN WHISKY, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 22nd October, 1907. 1697

TO LET.

NOS. 2 and 5 Observatory Villas, Kowloon. Moderate Rental. Tennis Court and Electric Lights.

Possession 1st November, 1907.

Apply to—
ARRATON V. APCAR & CO.,
45, Wyndham Street.
Hongkong, 5th October, 1907. 1620

TO LET.

A HOUSE in KNITSFORD TERRACE KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 1st October, 1907. 192

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

Apply to—
E. D. SASSOON & CO.,
Comptroller Department
Hongkong, 22nd August, 1907. 1382

TO LET.

NO. 5, MORRISON HILL.

One FOUR ROOMED HOUSE at Praya East, near East Point.

Apply to—
JARDINE, MATHESON & Co., LTD.
Hongkong, 21st October, 1907. 1691

TO LET.

A 9 ROOM HOUSE, with Tennis Lawn and out-houses. Good view of the harbour. 13, Macdonnell Road. Apply to—
DR. HO KAI, Barrister-at-Law,
Des Vaux Road.
Hongkong, 18th October, 1907. 1664

TO LET.

GROUND FLOOR of No. 4, Des Vaux Road including a Strong Room and servants' quarter.

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 9th October, 1907. 1638

TO LET.

GODOWNS Nos. 95, 96, 97 and 101, Praya East.

Apply to—
CHATER & MODY,
Victoria Buildings.
Hongkong, 20th June, 1907. 1039

TO LET.

NO. 5, ORMSBY TERRACE, Kowloon. Cheap Rental.

Apply to—
SPANISH PROCURATION.
Hongkong, 18th October, 1907. 1677

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 1800

FOR SALE.

FOR SALE.

INLAND LOT No. 1706.

SITUATE at North Point, Shankwan Road, Hongkong, (next to the Metropole Hotel).

The property contains by admeasurement 103,950 square feet. Crown Rent, \$238.00 per annum.

For further particulars, apply to
GODDARD & BARLOW, Solicitors,
10, Queen's Road Central.
Hongkong, 12th September, 1907. 1494

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 235 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36 in PRAYA EAST. Approximate AREA 65,000 SQUARE FT. 399 YEARS' LEASE.

For Particulars, apply—
GEO. FENWICK & Co., Ltd.
Hongkong, 8th June, 1906. 1106

COLLECTIONS OF USED POSTAGE STAMPS IN PACKETS.

ASIATIC STAMPS. MIXED STAMPS.

100 for \$0.85 500 for \$3.00

150 " 1.75 1000 " 10.00

200 " 3.50 1500

INSURANCES

**NORTH BRITISH AND MORGAN
TILE INSURANCE COMPANY.**
TOTAL FUNDS AT 31st DECEMBER, 1907
£17,887,119.

I. AUTHORIZED CAPITAL, £1,000,000
SUBSCRIBED CAPITAL, 2,750,000
PAID-UP CAPITAL, 687,500
II. FUND FUNDS, 3,386,720 19 8

The Undersigned, AGENTS for the above
Company, are prepared to ACCEPT RISKS
against FIRE at Current Rates.
SHEWAN TOMES & CO.
Agents.
Hongkong, 27th April, 1907. 1461

**THE GLOBUS INSURANCE COMPANY
OF HAMBURG.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & Co.
Hongkong, 13th August 1906. 1459

**AACHEN AND MUNICH FIRE INSURANCE CO.
OF AIX LA CHAPELLE.**

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & Co.
Agents.
Hongkong, 21st April, 1897. 1114

BOARD AND RESIDENCE
OFFERED.

BOARD AND RESIDENCE at Moderate
Terms to a Lady willing to assist in the
supervision of domestic arrangements in well-
appointed house.
Apply: **UPPER LEVEL**
Hongkong, 23rd October, 1907. 1701

FIRST-CLASS BOARD & RESIDENCE
AT
"BRESIDE."

**A LARGE AND COMMODIOUS
RESIDENCE** standing in its own
grounds, with Tennis Courts, Good Dining and
Reception Rooms, Large Airy and Well-
Furnished Bedrooms, every home comfort. Fine
View of the Harbour. Terms moderate.
Apply to: **Mrs. F. W. WATTS,**
"Breside," 22, Madonnell Road,
(off of "Tang Tsun").
Hongkong, 27th June, 1905. 143

PRIVATE BOARD AND RESIDENCE

MRS. GILLANDERS
"CLAREMONT"
2 & 4, KENNEDY ROAD.
Hongkong, 9th February, 1907. 1530

HONGKONG
BUSINESS DIRECTORY.
IRON MERCHANTS.

SINGON & CO.,
Iron, Steel, Metal and Hardware
Merchants. Wholesale and Retail.
Ironmongers. Pig Iron and Foundry
Coke Importers. General Store-
keepers and Commission Agents.
35 & 37, Hing Loong Street,
(1st Street West of Central
Market). Telephone No. 515.

PHOTOGRAPHER

M. MUMBY, JAPANESE ARTIST.
Bromide and Cyanotype Enlargements and
also coloring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 3A, Queen's
Road Central.
Good Panoramic Views of Hongkong,
recently taken, on sale.

TYPEWRITER.

F. A. V. RIBEIRO,
Typewriting Work Undertaken, Cleaned,
Repaired, Overhauled. Charges moderate.
late of the Hongkong Typewriting
Bureau) 12, Queen's Road Central
(First-floor).

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
Wm. FARLANE, Manager.
Hongkong, 18th November, 1907. 147

**MARTIN'S
APIOL & STEEL
PILLS**
A French Remedy for all Irregularities. Thousands
of ladies keep a box of this little pill in the house
as a safeguard against the System. A lady may be
suffering from irregularities. These pills will soon
settle the system. At all Chemists and Druggists. See the
Martins' name. **MARTIN, Chemist, SOUTHAMPTON, ENGLAND.**

**THORNE'S
OLD VAT**

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
129

SUPREME COURT.

(Continued from page 3.)

justice, and justice only on behalf of the Crown
I seek at your hands. I invite you to say that
the evidence before you, based as it is upon an
unbroken chain, leaves no reasonable doubt in
your minds that this man did to death this poor
unfortunate woman, and I submit that the
charge of wilful murder has been fully sustained.
His Lordship, in summing up, said his duty
had been considerably lightened by the state-
ment made by the prisoner, because there was
no question of identification and the story of the
Crown and that of the prisoner was on all fours,
excepting one or two minor points. One of
these points was that raised by the prosecution
with regard to the alleged attempt to sink
the trunk, but as the prisoner had admitted
taking the trunk to the "Monteagle" for the
purpose of getting rid of it, the jury need
take no notice of the point. His Lordship
reviewed prisoner's statement and showed there
was a hint in the story for the Crown and for
the defence which the jury had to fill. They
had to confine their attention to something in
the small hours of Sunday morning after the
prisoner and deceased had left the house up the
street and at 6 or 7 o'clock. As to the Ship Street
incident, prisoner could produce no evidence of
any description as to it; the incident was only
supported by his own evidence and then there
was the evidence of the boy who saw him at 6
o'clock in the hotel. If the boy spoke the truth
the Ship Street story was a myth. He could not
be in the Hotel at 6 o'clock if he was sleeping
at Ship Street at seven; the carpenter also said
the prisoner was there at 6.30. The jury had
to consider these facts in coming to a verdict.
The theory of the prosecution was that prisoner
strangled the woman and went out and got the
box to put the body in. That may be true or
not. On the other hand the prisoner states that
either the woman was murdered by an outsider
or he himself. As to the outsider person the jury
could not give the story evidence as it was im-
possible for anyone to enter the Hongkong
Hotel without being seen or heard and there
was no witness to it, as if an outsider committed
the murder he left the stuff behind him, and if
he went to murder it was done for the pure sake
of murder. The jury did not need to worry
about that point. That brought them to the
suicide theory. They had to consider whether
the deceased deliberately lay down, tied the
waistband round her neck and twisted it tight
with the brush. His Lordship did not attach
much importance to the evidence of blood, and
thought the jury could make up their mind that
death was due to strangulation, which in all
probability was due to murder and not suicide.
The motive for murder seemed to him stronger
than the one for suicide. If there was a reason
able and such a doubt as ordinary common-
sense men of the world could not doubt, then
the prisoner was entitled to the benefit of it,
and they would let him go.
The jury did not ask any questions but
retired at 12.58. They returned in six minutes.
The Registrar—Gentlemen of the jury, are
you unanimous? Yes.
Do you find the prisoner guilty or not guilty?
—Guilty.
His Lordship (to prisoner)—Have you any-
thing further to add to what you have already
said?
—Adels. No, Sir.
His Lordship—William Hall Adels. The
jury have unanimously found you guilty of
murder upon the clearest evidence that ever
came before me since I have been a judge.
Considerable time has passed since August 4
and you have had plenty of time for considera-
tion. I have no doubt that some time or other
your thoughts were extremely unpleasant ones,
and I do not wish to add to that unpleasantness
by any words of mine. I shall simply confine
myself to passing sentence upon you.
After placing the black cap upon his head,
His Lordship continued—The sentence of the
Court is that you be taken hence to the place
from whence you came and thence to the place
of execution and there you shall be hanged by
the neck until you are dead and your body shall
be buried in such place as the Governor may
direct, and may the Lord have mercy on your
soul.
Adels, who listened to the sentence with
drooping head, did not utter a sound, and was
escorted from the dock, a large crowd outside
waiting to see his departure.

CHINESE GAMBLERS.

The Straits Times published the following
just received:

Singapore, October 12.
Sir,—That gambling is a sin, and therefore
wicked to indulge in, is beyond question. All
these cravings for gambling among Nyonyas,
on the subject of which correspondence has
been going on for some time, originate in
masses from lack of love of both parties,
and from the fact that the Nyon as do not
know how, and for what, to spend their
money. The Chinese husband is married
to a wife with whom he has never been
acquainted, whose voice he is rough or soft, he
has never heard, whose character he comes to
know only when he is wedded, and whose
complexion and features, he they like a negress
or a fairy, he has never seen. Of course, under
these circumstances, seldom we can find a Baba
love his wife with that honourable and pure love
that is given to us by the Creator.
About out of a hundred, you cannot find ten
married couples who love each other with all the
depth of their affections. What is all this to
lead to?
I will tell you. From love comes all good-
ness, and from it all wickedness is banished;
and, inasmuch as gaining is a wickedness, it
therefore cannot be present in goodness. But
I reckon this, without taking into considera-
tion that the Nyonyas are mostly uneducated;
they cannot pass their leisure hours in read-
ing a good interesting book, they cannot go
a-riding, they cannot ride on horse-back, they
cannot play on the piano and be merry
with dancing, and so forth (space being short to
enumerate all the recreations enjoyed in by the
European women).
They are dull company, no wonder, therefore,
that the Babses spend their time elsewhere.
Gambling is excusable among them, at least
until they know that money, for which they
are so thirsty, cannot buy even a fraction of
home bliss, which is priceless.—I am, yours, etc.,
A STRAITS-BORN CHINESE.

LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Pavia* left Shang-
hai for this port on 22nd inst., and is due here
on 26th inst.
The German str. *Ellen Rickmers* left Moji
on 22nd inst. for this port, and is due to arrive
here on or about the 27th inst.
The J.C.J. str. *Tijpanas* left Moosara
for this port on the 22nd inst., and may be
expected here on or about the 1st prox.
The I.G.M. str. *Penz Heinrich* which left
here on the 25th ult., arrived at Genoa on the
22nd inst. at 7 a.m.

ECCLESIASTICAL ECHOES.

The American Judge (Willey) at Shanghai
is in hot water for saying, in the course of a
judgment, that Churchmen in bygone centuries
had not always acted honestly in dealing with
the property of deceased parishioners, before
the Statute of Westminster II came to check
"the exorbitant power of the popish clergy."
A petition signed by a few angry Catholics has
gone to President Roosevelt, praying for his
removal.

The English Church is still in a turmoil over
the Act just passed to legalize marriage with
a deceased wife's sister. Two or three in-
cumbents have announced their intention not
to officiate at such marriages in their
churches but of excommunicating those members
who contract such marriages elsewhere. And
Canon Hensley Henson stands almost alone
among prominent church dignitaries in urging
that the Act should be accepted by the Church
in a thoroughly broad spirit. No doubt in time
a less uncompromising spirit will be shown, for
the clergy will begin to realize that it must be
injurious to the Church to widen the present
breach between it and the people.

The new Papal Encyclical on modernism
is divided into three parts, and the whole would
fill over twenty columns of the *Daily Press*.

The modernists are as far as possible to be
prevented from teaching or directing Roman
Catholic seminaries and universities. The
bishops, acting as delegates of the Holy See,
are to do their best to keep the clergy and the
faithful from the dangers of modernism in the
Press.

A college of censors is to be instituted in
every diocese for the revision of Roman
Catholic publications. The Pope forbids all
ecclesiastics to edit or to direct any period-
icals without the permission of the Bishop.
All ecclesiastics who write for any papers will be
surprised. All ecclesiastical congresses are
forbidden, except in those rare cases where these
ecclesiastical congresses offer no danger of
modernism, presbyterianism, and laicism.

The Encyclical orders the constitution in every
diocese of a council of vigilance against modern
errors, and orders the bishops to report to the
Holy See upon this question.

The words of his Holiness with reference to
his command on the subject of literature are
most impressive. No books or newspapers of a
modernist description are to be left in the hands
of any pupil of the universities and seminaries,
for they poison Christian life at its very
source. He adds:—

Everything must be done to banish from
your diocese every pernicious book. The
bishops are to be on guard against all books
which are full of impiety and unbelief, and
which are the outcome of the wicked, they are to
remember our prescription and are to preserve
and tear out of the hands of the faithful all bad
books and all bad writings. This is not only a
right conferred upon them, but a duty we
impose upon them.

The first part is written with a view to
showing the cause of the errors of modernism.
It ascribes the root of them to an agnostic
philosophy which attempts to limit man's
knowledge to natural phenomena, and refuse
the right of human mind to raise itself to the
right of God. It treats at some length of faith, which
embraces God both as cause and as effect, and
analyses very closely the development of the
New Theology, in which the Church the Bible,
dogma and cult become so many translations of
the infinite feeling by which man reaches God.

At the end of the Encyclical the Pope says
that he foresees that the adversaries of the
Church will no doubt represent it as the
enemy of science and progress. "To this
accusation," says his Holiness, "we will reply
by our actions. We have decided to aid with
all our power towards the foundation of a
private institution which shall group together
the most illustrious representatives of Catho-
lic science. It will be its object to favour
and to help, with Catholic truth for its light
and for its guide, the progress of everything
that can be called true science or erudition."

In religious circles it is considered that the
Papal uncomminuting condemnation will leave
the Modernists an escape from a definite
choice between their Church and their
progressive ideals.

They have been attempting to put new wine
into old bottles, but they have not succeeded.
With the saintly peasant who now reigns at the
Vatican, if he is not a statesman, he is certainly
no opportunist.

Roman Catholic prelates do not care to
express any opinion of the Encyclical until
they have seen the full text, and the Modernists
are naturally silent for the moment.

On the other hand, Roman Catholic laity
evidently warmly welcomes the Pope's pro-
nouncement as a sure means of safeguarding
the young against heresy.

Outside opinion was excited yesterday by Dr.
Guinness, Rector of the University of the
"Protestant," "I regard the manifesto only as the
expression of opinion of a man of authority
and experience."

Wesley's Chapel, City-road—the cathedral
of Methodism—was the scene of an historic
event in the history of Methodism, when, in
the presence of 700 delegates, the three com-
munities of the Methodist New Connexion, the
United Methodist Free Church, and the Bible
Christians reunited themselves in one United
Methodist Church by a unanimous vote.

Extraordinary enthusiasm marked the formal
taking of the vote on the act of union, all the
delegates rising and singing the Doxology.
The new Church will form a community of
184,000 members and 908 ministers.

The day was devoted to the legal constitution
of the Conference, or governing body, of the
new Church, and the Rev. Edward Boarden, a
veteran minister eighty years old, was unani-
mously chosen to be the first president.

Though the Wesleyan Methodist Church, of
which the three uniting communities are the
principal offshoots, was not represented for the
purpose of union, the Rev. Dinsdale T. Young,
the superintendent minister at City-road,
attended to welcome the delegates to the parent
church of Methodism, and the Revs. C. H. Kelly,
the Rev. J. Scott Lidgett, M.A., and Mr.
Henry Holloway, J.P., were present as repre-
senting the Wesleyan Methodists. The Presi-
dents of the Primitive Methodist Conference
also had a seat on the platform.

A great gathering of about three thousand
members of the newly formed United Metho-
dist Church filled the City Temple at a people's
thanksgiving service in the evening.

Is the Church of England losing its hold
on the nation? The Bishop of arlsruhe, Dr.
Biggle, in his address to the Catholic Diocesan
Conference expressed the opinion that it is,
and declared that the Church is fast approaching
one of the most serious crises through which
it has passed for more than four centuries.

"Ever since the birth of the Tractarian
movement the Church has been steadily losing
hold on the nation, and has been 'winding itself
to a mere sect,'" he said.

"The parliamentary annals of the last half
century themselves furnish abundant evidence
of the rapidly deepening gulf that is fixing
itself between the English Church and the
English nation."

Forty years ago the House of Commons
was practically a Church senate. What is it
now? With each successive widening of the
franchise—and here is a spectacle calculated to
make all true Churchmen seriously reflect—
Parliament has become less of a Church senate
and more of a Nonconformist assembly.

This vast depression of the Church and
upheaval of Nonconformity is no more question
of party politics. It cuts far deeper than the
surface shiftings of parliamentary tactics and
majorities. It reached down to the very root
of the national life.

"At bottom," it will, I am convinced, be
the beginning in England of a great war
between clericalism and Christianity. The
noise of the coming battle can be heard on
every shore and in every province of
Christendom.

"As regards our own land, how strange it is
that so few Churchmen seem capable of read-
ing the signs of the times!"

"Strong measures should be speedily taken
to reinvigorate the Church, and to rescue it
from the doom which is threatened assuredly over-
takes all ecclesiastical sectarianism."

RECENT CHINESE OFFICIAL
APPOINTMENTS.

The Times, Correspondent at Peking writes
on September 10:—

I was absent in Manchuria when the recent
changes in high officials were gazetted. It had
long been seen that the weakness of the central
Government, especially in relation to the exor-
cise of its authority in the provinces, was a
menace to tranquillity. The acceptance by Yuan
Shih-kai of a seat on the Grand Council gives
him a powerful position, though seats in that
frequently changing body are less secure than
was his post as Viceroy of Chihli. The Council
now consists of three Manchus, Prince Ching,
president, Prince Chun, brother of the Emperor,
who conducted the expiatory mission to Germany,
and is now probationary only, but is destined to
succeed Prince Ching as president, and Shih-
hsu, a Court favourite, who is Minister of the
Household, and three Chinese or Viceroys, Lu
Chuan-lin, Chang Chih-tung, and Yuan Shih-
kai. It is hoped that improved methods of
conducting foreign relations may follow the
acceptance by Yuan Shih-kai of the portfolio in
the Ministry of the War-wu-pu, although he
will be third in precedence only after Prince
Ching, the president, and Na-tung. Unques-
tionably the central authority will be strength-
ened by the recent changes, while the in-
crease of Chang Chih-tung in the Grand
Council increases the prestige of that body
among a large section of the people, though the
ex-Viceroy is now old and decrepit and his
views have little in common with those of Yuan
Shih-kai.

The other new appointments are well received.
Yang Shih-shiang, the Governor of Shantung,
who now becomes acting Viceroy of the
metropolitan province, is a follower of Yuan
Shih-kai, and was for some years treasurer of
this province. Chao Erh-shun, who succeeds
Chang Chih-tung as Viceroy of Hunan and
Hubei, was formerly president of the Board of
Revenue, when he implied his resignation of the
Ministry with a high sense of his capacity and
integrity. In Manchuria, where he was Tutor
General of Mukden province, he controlled the
finances with much ability, on his retirement
leaving a surplus in the treasury of nearly
£1,000,000 and this unusual economy induced
the Throne to appoint him Viceroy of the
two central provinces where the finances
have long been muddled by Chang Chih-
tung, whose views on political economy are
mischievous, though his personal integrity is not
questioned.

It now remains to be seen what steps the
Court will be induced to take to remove all
Chinese disabilities, to abolish the eunuchs and
their accursed influence, and to abrogate the
Manchu pension list, apart from the Imperial
Household, which amounts at least to £1,000,000
paid from the general revenues to members of
the favoured ruling race. If future troubles
are to be avoided, fusion of the Manchus and
Chinese will be essential. The question of
succession also awaits settlement, and not
much longer can be delayed the
retirement of the Dowager Empress and the
elevation of a prince to the rank of Heir-
Apparent. A selection which would receive
general approval would be that of Pu-lun, who
is in the proper generation of succession, is of
good character, and has had his mind opened by
his recent travels as Imperial Commissioner to
the St. Louis Exhibition. If the Throne
should repeat the folly of the past and appoint
an infant as Heir-Apparent and arrange for a
long Regency, the effect throughout the country
in present altered condition would be most
serious. It is still uncertain what will be the
future of the Emperor—whether he will be
forced to abdicate or whether he will be restored
to his full dignity.

Chang Chih-tung left Wu-chang yesterday
and will arrive in Peking on Thursday. Before
his departure he obtained from the Yokohama
Specie Bank a loan of 2,000,000 taels silver
(£233,333) at 8 per cent. interest, repayable in
ten years, ostensibly for public works, but
really to arrange certain financial difficulties in
which the Viceroy is involved, with no security
other than the seal of the provincial bank. The
transaction possesses political rather than
commercial advantages. It is hoped that
provincial loans without security will not
become a future Chinese finance.

THE KAISER'S GIFT.

The Kaiser's thoughtfulness in connection
with the King of Siam's birthday has had a
delightfully humorous discomfiture, which,
though costly to himself, consoled both his
Majesty and the circle. King Chulalong-
korn, whilst staying at Wilhelmshöhe as the
Emperor William's guest, was alarmed by the
faithfulness of the Kaiser's two intelligent little
daughters, which accompany their Imperial
master almost everywhere he goes. When
King Chulalongkorn arrived at Hamburg,
where his wife, the Empress, had expressed a
desire to see a similar dog, to take with him
back to Siam. The German officer attached to
the Royal suite overheard this wish, which he
communicated to the Emperor, at the same time
calling attention to the fact that the King's
birthday occurred this month.

William II., who never fails to observe family
birthdays, and also those of other Sovereigns
and of his immediate courtiers, at once conceived
the idea of presenting the King with two dogs—
hounds. Orders were given to procure a
number of the best specimens of the breed, and
seven faithful couples were obtained and shown
to the Kaiser, who, thinking it would be better
to let the King make his own selection, sent
them all to Hamburg, with greetings, asking
the King to choose the couple which pleased
him. The ruler of Siam was so overjoyed by the
Emperor's kindly thought and the pleasant
surprise that, instead of making a selection,
he decided to keep the whole lot, which, un-
der proper guardianship, will make the
voyage and find their future home in Siam.
It was only on the return of the Palace official
entrusted with the care of the dogs that the
Kaiser learned of the expensive nature of his
gift, but his Majesty took the matter with the
utmost good humour, relating the story as a
joke against himself.

Careful
Attention

should always be given to the teeth, not
merely because clean, white teeth form so val-
uable an ornament to everyone's appearance, but
also because they must be kept fit for the per-
formance of their primary function—mastication.

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mouth deliciously refreshed, and fulfils the
requirements of modern hygiene by its
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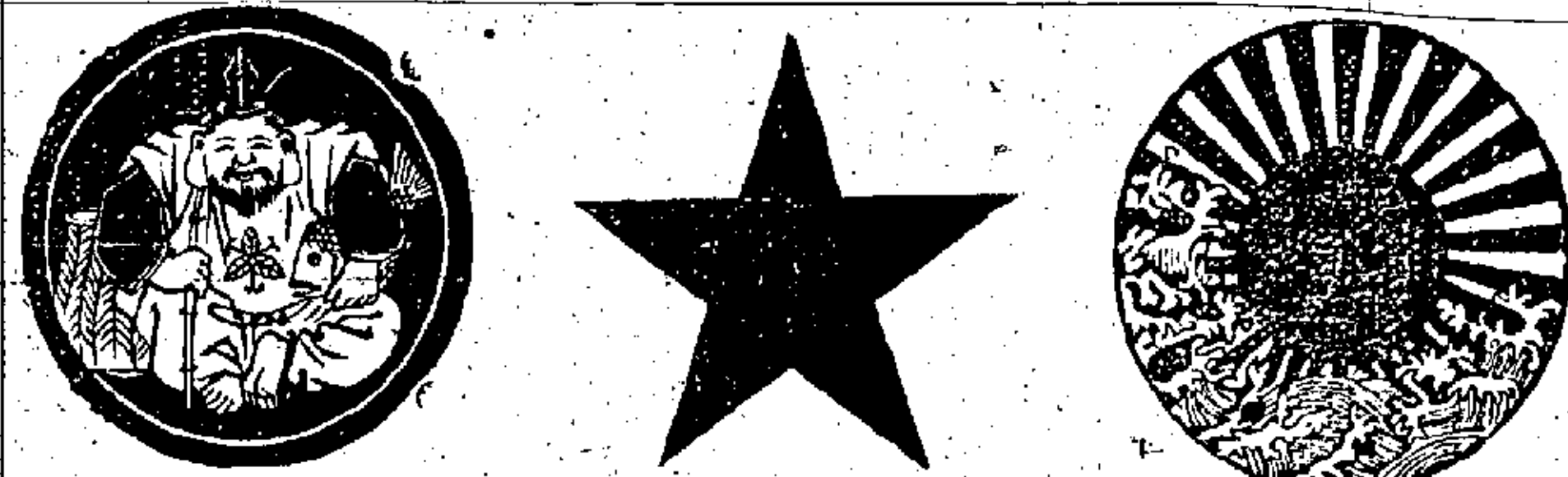
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These superb steamers carrying the French Mail are fitted throughout with Electric
Light and Fans and were specially built for this trade. Excellent cuisine. The Company's
Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents: Messrs
E. Paquet & Co. For further particulars, please apply to: **HARRETT & CO.,**
Hongkong, 27th September, 1907. Agents. 1492

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THE MITSUI BUSSAN KAISHA,
SOLE AGENTS.

Hongkong, 12th August, 1907. 1329

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Hongkong, 22nd November, 1903.

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1913, BEING FROM THE 1st YEAR OF THE
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76th CYCLE, THAT IS THE 32nd YEAR OF
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Hongkong, 3rd October, 1905. 1841

SHIPPING.

ARRIVALS.

DAIWIN MARU, Japanese str., 1,900, I. Sakurai, 23rd October—Swatow 22nd Oct., General—Osaka & Honan Kaisha.
 HAITAN, British str., 1,183, J. S. Roach, 23rd October—Coast Ports 22nd Oct., General—Douglas Lapaik & Co.
 KOWLOON, German str., 1,478, A. Enigk, 13rd October—Mojl 18th October, General—Siemens & Co.
 KWONGSANG, British str., 1,428, W. Palmer, 23rd October—Shanghai 19th, via Swatow 22nd October, General—Jardine, Matheson & Co.
 LOONGSANG, British str., 1,902, S. J. Payne, 23rd October—Manila via Amoy 18th Oct., General—Jardine, Matheson & Co.
 MANILA, British str., 2,711, F. R. Andrews, 23rd Oct.—Japan 8th October, General—P. & O. S. N. Co.
 PROMETHEA, Norwegian str., 1,923, Kanelius, 23rd Oct.—Bangkok 13th, via Swatow 22nd Oct., General—Nippon Yusen Kaisha.
 TAIWAN, British str., 1,214, J. T. Laing, 23rd October—Saigon 18th October, General—Bradley & Co.
 YETOROFU MARU, Japanese str., 4,168, K. Sato, 23rd October—Mojl 18th October, General—Nippon Yusen Kaisha.

CLEARANCES.

At THE HARBOR MASTER'S OFFICE, 23rd October.
 Hue, French str., for Kwang Chow Wan.
 Jacob Diederichsen, German str., for Hoihow.
 Manila, British str., for Singapore.
 Palembang, Dutch str., for Palembang.
 Taiwan, British str., for Saigon.

DEPARTURES.

23rd October.
 ANTHRA, British str., for Mira Bay.
 CHIRINGHA, British str., for Swatow.
 CHUYEN, Chinese str., for Shanghai.
 DRAGON, British str., for Singapore.
 FRITHJOF, Norwegian str., for Swatow.
 HAILAN, French str., for Hoihow.
 HANOI, French str., for Haiphong.
 KIMIST, German str., for Europe, &c.
 MEKONG, Chinese str., for Canton.
 OHLAND, Norwegian str., for Singapore.
 FONGTONG, German str., for Bangkok.
 SRETHIA, British str., for Canton.
 VOLVRE, British str., for Canton.

SHIPPING REPORTS.

The British str. *Tanah* reports: Light to moderate winds and fine weather throughout.
 The British str. *Italien* reports: Fine clear weather throughout, moderate S.W. wind and sea.
 The British str. *Kwonggang* reports: From Shanghai to Tientsin, moderate S.W. to light easterly wind, slight easterly swell, the clear weather. Current set S.W. 1 knot per hour. From Tientsin to Swatow, light variable wind, smooth sea, slight haze and heavy sea. Current set S.W. 1 knot per hour. From Swatow to Hongkong, light W. S.W. wind, weather fine and exceptionally clear.

VESSELS IN DOCK.

October 23rd.

ABERDEEN DOCKS—
 KOWLOON DOCKS—*Delhi*, *Manila*, *H.M.S. Virago*, *Bainan*, *Protea*, *Progress*, *Namania*, *Michael*, *Jehon*.
 COSMOPOLITAN DOCKS—*Tosa Maru*.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

For SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN".
 Captain J. S. Roach, will be despatched for the above Ports TO-MORROW, the 25th inst., at 9 A.M.
 For Freight or Passage apply to DOUGLAS LAPAIAK & Co., General Managers.
 Hongkong, 22nd October, 1907. 1698

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For SYDNEY & MELBOURNE.
 Calling at Port Darwin, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

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 Captain J. G. Offert, will be despatched as above on SATURDAY, the 26th Oct., at Noon.
 This well-known steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric Light.
 A Stewardess and a duly qualified Surgeon are carried.
 N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
 For Passage, apply to GIBB, LIVINGSTON & Co., Agents.
 Hongkong, 1st October, 1907. 1595

For SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"JAPAN".
 Captain J. G. Offert, will be despatched for the above Ports on SATURDAY, the 26th inst., at Noon.
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 Hongkong, 19th October, 1907. 1686

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 With option to Call at Mexican and other Coast Ports.

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 "KATHARINE PARK" 5,000 End of Nov.
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 Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.
 K. MATSUDA, Manager, York Building.
 Hongkong, 18th October, 1907. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Black Pier. 3. From Black Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 2nd Nov., at Noon.
LONDON & ANTWERP	MANILA	Brit. str.	—	F. R. Andrews, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
MARSEILLES, AC. via PORTS OF CALL.	YANRA	Frans. str.	—	Sellier	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
MARSEILLES, HAVRE & COPENHAGEN	INDIEN	Dan. str.	—	Jager	MESSAGERIES MARITIMES	On 26th inst.
HAVRE & HAMBURG via STRAITS, &c.	HOHENSTAUFEN	Ger. str.	k.w.	Bahle	HAMBURG-AMERIKA LINIE	On 30th inst.
HAMBURG & HAMBURG via STRAITS, &c.	SILESIA	Ger. str.	k.w.	G. Meiners	HAMBURG-AMERIKA LINIE	On 11th December.
GENOA, ALGERES, GIBRALTAR &c.	ROON	Ger. str.	—	Selmer	MELCHERS & Co.	On 6th Nov., at Noon.
DUNDEE, F. MEN & HAMBURG &c.	SURVIA	Ger. str.	k.w.	P. Craglietto	HAMBURG-AMERIKA LINIE	To-day.
TRIESTE, AC. via SINGAPORE, &c.	PERSIA	Aus. str.	—	—	SANDER, WIELER & Co.	On 25th inst.
NEW YORK via PORTS & SUEZ CANAL	HEADLEY	Am. str.	—	—	ARNHOLD, KARBURG & Co.	About 26th inst.
VANCOUVER via SHANGHAI JAPAN, &c.	OCEAN MONARCH	Am. str.	—	—	SHAWAN, TOMES & Co.	On 2nd November.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	—	CANADIAN PACIFIC B. Co.	To-day, at 4 P.M.
VICTORIA (B.C.) & TACOMA via JAPAN	MONTEAGLE	Brit. str.	1 m.	Cowley	CANADIAN PACIFIC B. Co.	On 6th Nov., at Noon.
CALLAO and IQUIQUE, via JAPAN PORTS, &c.	KUMERIC	Am. str.	1 m.	—	DODWELL & Co., Ltd.	On 26th inst.
AUSTRALIAN PORTS via PORT DARWIN &c.	KATHERINE PARK	Brit. str.	—	—	TOYO KISEN KAISHA	End of November.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	Helms	GIBB, LIVINGSTON & Co.	On 26th inst., at Noon.
AUSTRALIAN PORTS via MANILA	TAIWAN	Brit. str.	1 m.	L. Dawson	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
VLADIVOSTOK via SHANGHAI	PRINZ WALDEMAR	Ger. str.	—	W. von Sendon	MELCHERS & Co.	On 7th Nov., at Noon.
YOKOHAMA & KOBE	GULF OF VENICE	Brit. str.	—	—	DODWELL & Co., Ltd.	On 25th inst., at 4 P.M.
YOKOHAMA & VLADIVOSTOK	TRINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	About 15th November.
JAPAN	PRINZ SIGISMUND	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th inst.
CHEFOO & NEWCHANG	KOWLOON	Ger. str.	k.w.	T. Stehr	JAVA-CHINA JAPAN LINE	Quick despatch.
SHANGHAI, YOKOHAMA, KOBE, & MOJI	TILWONG	Brit. str.	1 m.	Kentis	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SHANGHAI	NANCHANG	Brit. str.	—	J. G. Offert	DAVID SASSON & Co., Ltd.	On 28th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	JAPAN	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & Co., Ltd.	On 28th inst., at 4 P.M.
SHANGHAI via SWATOW, AMOY & FOCHOW	KWONGSANG	Brit. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 27th inst., at 10 A.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TOKIN	Frans. str.	—	M. Nemoto	MELCHERS & Co.	About 29th inst.
SHANGHAI, YOKOHAMA & KOBE	SHOSU MARU	Jan. str.	—	C. Bizer	MELCHERS & Co.	End of October.
SHANGHAI	PRINZ LUDWIG	Ger. str.	—	—	P. & O. S. N. Co.	About 1st November.
SHANGHAI, KOBE & YOKOHAMA	CANTON	Swed. str.	—	—	HAMBURG-AMERIKA LINIE	About 2nd November.
SHANGHAI, MOJI, KOBE & YOKOHAMA	DEVANHA	Brit. str.	k.w.	Bahle	P. & O. S. N. Co.	About 10th November.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SILESIA	Brit. str.	—	E. G. Andrews	HAMBURG-AMERIKA LINIE	Middle of November.
SHANGHAI, MOJI, KOBE & YOKOHAMA	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	MELCHERS & Co.	On 30th inst., at 9 A.M.
SHANGHAI, KOBE & YOKOHAMA	DOERMUND	Ger. str.	k.w.	—	OSAKA SHOSUN KAISHA	To-day, at 4 P.M.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	T. Ho	BUTTERFIELD & SWIRE	To-morrow, at 9 A.M.
SWATOW & SHANGHAI	FUKUSHU MARU	Jap. str.	—	I. Sakurai	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW & SHANGHAI	DAIWIN MARU	Jap. str.	—	E. Forsyth	DOUGLAS LAPAIAK & Co.	On 26th inst., at 4 P.M.
SWATOW & SHANGHAI	HUICHOW	Brit. str.	1 m.	J. S. Roach	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SWATOW & SHANGHAI	HAITAN	Brit. str.	2 m.	Robertson	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
SWATOW & SHANGHAI	CHINKIANG	Brit. str.	1 m.	Eedy	BUTTERFIELD & SWIRE	On 8th Nov., at 4 P.M.
SWATOW & SHANGHAI	NINGPO	Brit. str.	1 m.	L. D. Northcombe	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SWATOW & SHANGHAI	SHAOHONG	Brit. str.	1 m.	F. Northcombe	BUTTERFIELD & SWIRE	On 26th inst.
SWATOW & SHANGHAI	YICHOW	Brit. str.	1 m.	H. A. Wavell	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
SWATOW & SHANGHAI	KIUKIANG	Brit. str.	1 m.	Jameson	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 4 P.M.
SWATOW & SHANGHAI	SINGAN	Brit. str.	1 m.	S. J. Payne	BUTTERFIELD & SWIRE	On 1st Nov., at 4 P.M.
SWATOW & SHANGHAI	LOONGSANG	Brit. str.	—	R. Almond	SHAWAN, TOMES & Co.	On 2nd November.
SWATOW & SHANGHAI	RUH	Brit. str.	—	A. Somerville	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SWATOW & SHANGHAI	TEAN	Brit. str.	1 m.	T. Meyrick	JARDINE, MATHESON & Co., Ltd.	On 2nd November.
SWATOW & SHANGHAI	YUENSANG	Brit. str.	—	A. Fraser	BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
SWATOW & SHANGHAI	ZAFIRO	Brit. str.	—	G. H. Pennington	MELCHERS & Co.	Beginning of November.
SWATOW & SHANGHAI	SURKIANG	Brit. str.	1 m.	F. Sembill	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon.
SWATOW & SHANGHAI	BORNEO	Ger. str.	—	E. J. Buller	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 8 P.M.
SWATOW & SHANGHAI	KUMSANG	Brit. str.	—	Rose Core	JAVA-CHINA JAPAN LINE	Quick despatch.
SWATOW & SHANGHAI	ONSANG	Brit. str.	—	H. Koops	—	—
SWATOW & SHANGHAI	TJITING	Dut. str.	—	—	—	—

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RUBI	2540	R. W. Almond	Manila	On 26th October.
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 GENERAL MANAGERS.

Hongkong, 21st October, 1907.

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FOR NEW YORK via PORTS and SUEZ CANAL.

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S.S. "OCEAN MONARCH" ... On 2nd November.

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 GENERAL AGENTS.

Hongkong, 14th September, 1907.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).
 FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG" ... Thursday, 24th Oct., Noon.
 "MANILA" ... Friday, 25th Oct., 4 P.M.
 "SAMARANG & SOERABAYA" ... Saturday, 26th Oct., 3 P.M.
 "SHANGHAI" ... Saturday, 26th Oct., 4 P.M.
 "MANILA" ... Friday, 1st Nov., 4 P.M.
 REDUCED FARES TO STRAITS AND CALCUTTA.
 Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.
 "Penang" "85." "120"
 "Calcutta" "165." "230"
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.
 For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd.,
 Hongkong, 21st October, 1907. 18

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE and COPENHAGEN	"INDIEN"	On 28th October.
SHANGHAI, YOKOHAMA and KOBE	"CANTON"	End of October.
SHANGHAI, YOKOHAMA and KOBE	"SIAM"	Middle of November.

For Further Particulars, apply to

MELCHERS & CO.,
 AGENTS.

Hongkong, 18th October, 1907.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "ERENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are amply fitted with fans. Laundry on Board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" & "SILESIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples, Southampton or Hamburg.

OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

SILESIA ... 2nd November

SCANDIA ... 2nd December

HOMEWARD.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE, & HAMBURG.

HOHENSTAUFEN ... 30th October

SILESIA ... 11th December.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

SILESIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Nov.

DORTMUND ... FOR SHANGHAI, KOBE & YOKOHAMA ... 20th Nov.

SCANDIA ... FOR SHANGHAI, KOBE & YOKOHAMA ... 2nd Dec.

C. FELD LAESZ ... FOR SHANGHAI, KOBE & YOKOHAMA ... 14th Dec.

NEXT SAILINGS HOMEWARD.

Via STRAITS, COLOMBO and ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, "ORIENT" and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC" PERSIAN SERVICE to Arabian and Persian Gulf Ports.

SUEVIA ... DUNKERK, BREMEN & HAMBURG ... 24th Oct.

HOHENSTAUFEN HAVRE & HAMBURG ... 30th Oct.

SILESIA ... HAVRE & HAMBURG ... 11th Dec.

* Special attention of intending Passengers is drawn to the splendid accommodation of this Steamer. Saloon and cabins shipshape. Lighted throughout by electricity. Duly qualified Doctor and stewardess carried. Laundry on board.

COAST SERVICE.

KOWLOON ... FOR NAGASAKI & VLADIVOSTOCK ... 28th October.

Freight and Passengers. 12

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA

via

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,332	Cowley	On 26th October.
SHAWMUT	9,606	E. V. Roberts	On 6th November.

† Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTRIG. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw a.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED.

GENERAL AGENTS.

Hongkong, 23rd October, 1907.

VESSELS ON THE BERTH

For VLADIVOSTOCK.

THE Steamship

"GULF OF VENICE".
 will be despatched for VLADIVOSTOCK (via SHANGHAI) on SATURDAY, the 26th October.

For Freight and further particulars apply to DODWELL & CO., LTD., Agents.
 Hongkong, 19th October, 1907. 1648

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"HEADLEY".
 will be despatched for the above Ports on or about SATURDAY, the 26th October.
 For Freight apply to ARNHOLD KARBURG & Co., Agents.
 Hongkong, 7th October, 1907. 1512

COMPAGNIE DES MESSAGERIES MARITIMES.</

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANFWERP	MANILA	About 23rd Oct.	Freight and Passage.
SHANGHAI	DEVANHA	About 1st Nov.	Freight and Passage.
LONDON VIA USUAL PORTS	DELHI	Noon, 2nd Nov.	See Special of Call.
SHANGHAI, MOJI, KOBE, PALERMO and YOKOHAMA	Capt. E. G. Andrews	About 2nd Nov.	Freight only.
SHANGHAI, MOJI, KOBE, SYRIA and YOKOHAMA	Capt. D. C. Gregor, R.N.R.	About 10th Nov.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 23rd October, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, TSINGTAO, CHEFOO and TIENTSIN	"HUICHOW"	On 24th Oct., 4 P.M.
SWATOW, NINGPO and SHANGHAI	"CHINKIANG"	On 25th Oct., 4 P.M.
SWATOW and SHANGHAI	"NINGPO"	On 26th Oct., 4 P.M.
SWATOW and SHANGHAI	"SHAOHSING"	On 28th Oct., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	On 29th Oct., 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 29th Oct., 4 P.M.
MANILA	"TEAN"	On 29th Oct., 4 P.M.
CEBU and LOILO	"SUNGKIANG"	On 30th Oct., 4 P.M.
CHEFOO and NEWCHANG	"NANCHANG"	On 30th Oct., 4 P.M.
SWATOW and SHANGHAI	"YOHOW"	On 31st Oct., 4 P.M.
SWATOW and SHANGHAI	"KIUKIANG"	On 8th Nov., 4 P.M.
KOBE	"TSINAN"	On 25th Nov., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table. A duly qualified surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

For Freight or Passage, apply to—
Hongkong, 24th October, 1907.BUTTERFIELD & SWIRE,
AGENTS

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPRESS LINE." Saving 5 to 10 days' Ocean Travel.
11 DAYS YOKOHAMA TO VANCOUVER.
18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF INDIA"	6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE"	6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPRESS OF JAPAN"	6,000	THURSDAY, 21st Nov.	9th Dec.
"EMPRESS OF CHINA"	6,000	THURSDAY, 19th Dec.	6th Jan.
"EMPRESS OF INDIA"	6,000	THURSDAY, 16th Jan.	3rd Feb.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M.
Intermediate Steamers at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PACIFIC "EMPRESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, let Class via St. Lawrence River Lines or New York £71.10
Intermediate Steamers £40. £42.

First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
R.M.S. "MONTEAGLE" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China,
Corner Pedder Street and Praya opposite Blake Pier.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday, 29th October.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY and MELBOURNE	"PRINZ WALDEMAR"	Thursday, 7th Nov., at Noon.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"ROON"	Wednesday, 6th Nov., at Noon.
YOKOHAMA and KOBE	"PRINZ SIGISMUND"	About Friday, 15th November.
KUDAT and SANDAKAN	"BORNEO"	Beginning of November.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th October, 1907.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY 27th Oct. at 9 A.M.
SHANGHAI VIA SWATOW, AMOY and FOOCOW	"SHOSHU MARU"	TUESDAY, 29th Oct. at 10 A.M.
ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU"	WEDNESDAY, 30th Oct. at Daylight.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
For Freight, Passage, and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings, Hongkong 24th October, 1907.

T. ABIMA, Manager.

SABANG BAY COALING STATION, POELOE WEH, NORTH SUMATRA.

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM.
General Agent: G. A. WITT, London, E.C.
Coaling Agents: HALL, BLYTH & Co., London, E.C.
Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.
BEST WELSH, JAPANESE, OMBLIN, AND BENGAL COAL.
No harbour dues, no pilotage charged and quick despatch given DAY AND NIGHT.
FRESH WATER and ICE, SHIP'S STORES and PROVISIONS at Moderate Prices.
FLOATING DOCK available for Steamers up to 300 tons displacement and workshop fitted for any ordinary repairs.

For further particulars apply to the Agents at Hongkong.
JAVA-CHINA-JAPAN LIJN,
YORK BUILDINGS. 12200
Hongkong, 1st December, 1906.

PASSENGER SEASON 1908.

IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

	Tons Reg.	
"BUELOW"	8,000	ON MARCH 11TH.
Capt. FORMES.		
"PRINZ LUDWIG"	9,630	ON MARCH 25TH.
Capt. VON BRINZER.		
"PRINZESS ALICE"	10,911	ON APRIL 8TH.
Capt. POLACK.		

CALLING AT NAPLES, GENOA, GIBRALTAR AND SOUTHAMPTON TO
LAND PASSENGERS.

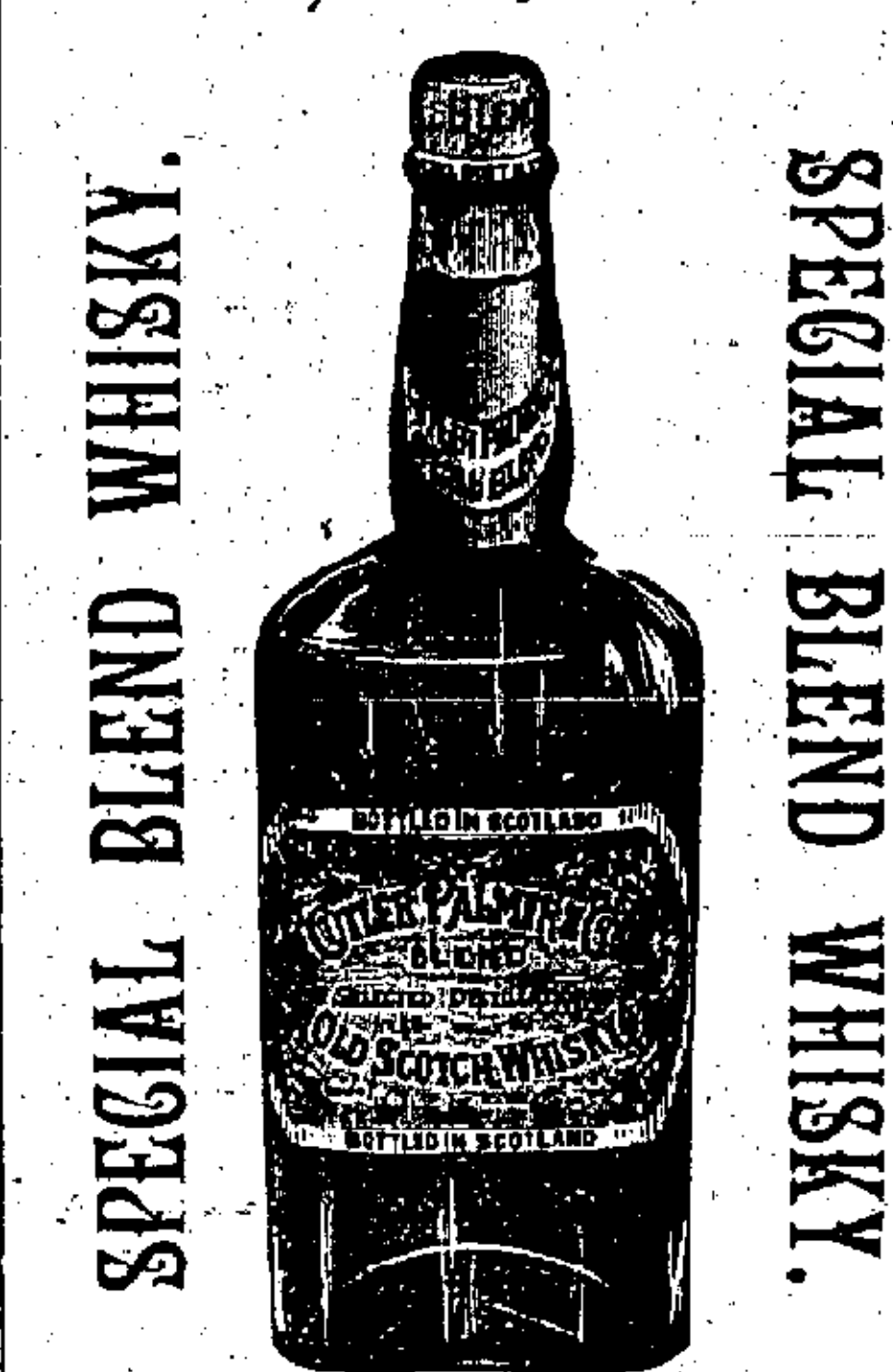
Early booking recommended.

For Particulars, apply to—

MELOERS & CO.,
General Agents. 1385

Hongkong, 19th August, 1907.

Cutler, Palmer & Co.'s

SHIPPERS
Cutler, Palmer & Co., London.AGENTS
SIEMSEN & CO.,
HONGKONG.MITSU BISHI GOSHI-KWAISIAI
(MITSU BISHI CO.)COAL DEPARTMENT
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.
At ABC 5th Ed., Western Union Codelets used.
All Letters Addressed:
MANAGER MITSU BISHI CO.
with name of place under.

BRANCH OFFICES:
NAGASAKI, MOJI, KOBE, KARATSU
SHANGHAI, HONGKONG, &
HANKOW.

AGENTS:
YOKOHAMA: M. ASADA, Esq.
CHINKIANG: Messrs. GRABING & Co.
MANILA: Messrs. MACDONALD & Co.
SOLE PROPRIETORS of Takashima, Ochi, Shinjoe, Namazutsu and Kami-Yamada Collieries, and also Higo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

The Head and Branch Offices and the Agencies of the Company will receive any order or sale produced from the above Collieries.
T. MATSUKI, Manager, Hongkong.
8141 No. 2, Pedder Street.

NOTICES TO CONSIGNEES.
"SHIRE" LINE OF STEAMERS, LTD.
NOTICE TO CONSIGNEES.
FROM LONDON AND STRAITS.

"DENBIGHSHIRE"
Capt. W. A. Evans, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th inst. at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

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Hongkong, 18th October, 1907. 1890

SHIPPING IN PORT.

STEAMERS
ACARA, British str., 3,174, Wm. Hume, 18th October—New York 27th August, 01—Standard Oil Co.
Bourbon, French str., 997, La Bail, 19th Oct.—Saigon 17th Oct., General—Chinese.
CARL DIERICHSEN, German str., 774, T. Kayser, 8th October—Haiphong & Hoihow 7th October, General—Jensen & Co.
CHINKIANG, British str., 1,220, F. Robertson, 20th October—Newchwang and Chefoo 15th Oct., General—Butterfield & Swire.
CHOWFA, German str., 1,057, F. Spiesen, 14th October—Bangkok 5th October, General—Butterfield & Swire.
DELL, German str., 728, J. Leup, 3rd October—Bangkok 28th Sept., Rios & Melchers & Co.
EMPIRE, British str., 2,843, P. T. H. Lins, 21st October—Kobe 15th October, General—Gibb, Livingston & Co.
EMPEROR OF INDIA, British str., 3,032, E. Beetham, 22nd Sept.—Vancouver, B.C., 3rd Sept., Mails and General and Flour—C. P. R. Co.
EMPEROR OF JAPAN, British str., 5,940, H. Pybus, R.N.R., 20th October—Vancouver B.C., 1st October, Mails and General—C. P. R. Co.
FORESTDALE, British str., 2,283, R. H. O'Brien, 22nd October—Sugar—Butterfield & Swire.
GULF OF VENICE, British str., 1,883, R. J. Orkney, 22nd October—Manila 20th Oct., Sleepers—Dodwell & Co.
HILARY, German str., 1,276, H. Necker, 22nd Oct.—Java 13th Oct., Sugar, Cotton and Groundnuts—Java-China-Japan Lijn.
HONG BEI, British str., 2,000, Home, 21st October—Singapore 15th October, General—Chinese.
HUR, French str., 705, J. Pannier, 20th Oct.—Haiphong, Pakhoi, Hoihow and K. C. Wan 19th Oct., General—A. R. Marty.
HUICHOW, British str., 1,217, E. Forsyth, 20th October—Tientsin 11th October, General—Butterfield & Swire.
IRAKA, German str., 2,000, Coleman, 16th October—Wuhu 12th October, Rice—Hamburg-Amerika Linie.
JACOB DIERICHSEN, German str., 623, H. Gorman, 22nd Oct.—Pakhoi and Hoihow 15th Oct., General—Jensen & Co.
JAPAN, British str., 3,803, J. G. Oliffant, 22nd October—Calcutta via Straits 7th Oct., General—David Sassoon & Co.
KHONG WAI, German str., 1,115, T. Kohler, 21st October—Bangkok and Hoihow 20th October, Rice and Teakwood—Butterfield & Swire.
KORRA, American str., 5,651, S. Sandberg, 21st Oct.—San Francisco 24th Sept., Mails and General—P. M. S. Co.
KUMSANG, British str., 4,005, Fred. S. Cowley, 22nd October—Manila 20th Oct., General—Dodwell & Co.
KUMSANG, British str., 2,078, E. J. Buller, 15th Oct.—Singapore 9th Oct., General—Jardine, Matheson & Co.
KWANGSHI, Chinese str., 1,468, R. Lincoln, 19th Oct.—Shanghai 16th Oct., General—Chinese.
LABRETTE, British str., 1,309, J. B. Jackson, 18th October—Saigon 13th Oct., Rice—Chinese.
MEEPOO, Chinese str., 1,348, John McArthur, 20th Oct.—Shanghai 19th October, General—Chinese.
MICHAEL JENSEN, German str., 951, H. Bonde, 21st October—Hoihow 20th October, General—Jensen & Co.
MONTAGLE, British str., 3,953, S. Robinson, R.N.R., 18th October—Vancouver, B.C., 3rd Sept., Mails and General—C. P. R. Co.
MORLEY, British str., 1,737, F. W. Balten, 19th October—Fremantle W.A. 2nd Oct., S. and L. Wood—Simpson & Co.
NINGBO, British str., 1,227, E. Richards, 15th October—Shanghai 11th Oct., General—Butterfield & Swire.
NUSSAU, German str., 4,381, H. Feldmann, 18th Oct.—Portland 19th Sept., General—P. A. S. S. Co.
ONANG, British str., 1,787, R. Cox, 21st Oct.—Moji 15th Oct., Coal—Jardine, Matheson & Co.
ORIEL, British str., 2,206, G. Maddrell, 20th October—Kuchinotzu 14th October, Coal—Bradley & Co.
PAKLAT, German str., 1,918, J. Wenzel, 17th October—Bangkok 19th October, Rice—Butterfield & Swire.
PALEMBANG, Dutch str., 1,919, E. Watson, 16th Oct.—Polo Sambo, 9th Oct., Petroleum in bulk—Order.
PAUDERTIA, British str., 2,357, Sannard, 20th October—Tientsin 14th October, Ballast—Meyer & Co.
PEZCHABUR, German str., 1,372, Wolff, 22nd October—Bangkok and Swatow 21st Oct., Rice—Melchers & Co.
PRONTO, Norwegian str., 837, Ths. Seeberg, 14th October—Saigon 9th October, Rice—Asgaard, Thorsen & Co.
RUBI, British str., 1,411, R. W. Almond, 21st October—Manila 19th October, General—Shewan, Tomes & Co.
SEITZ, British str., 1,224, E. J. Farrell, 22nd October—Singapore 19th Oct., Case Oil—Geo. McBain & Co.
TAIWAN, British str., 1,042, J. A. Martin, 9th October—Saigon 4th October, General—Chinese.
TATSU MARU, Japanese str., 1,984, H. Terimura, 15th October—Kobe and Moji 9th October, Coal—Chinese.
TOSA MARU, Japanese str., 5,923, J. Nagao, 20th October—Seattle and Shanghai 17th October, General—Nippon Yusen Kaisha.
VOYAGER, British str., 2,598, C. Stott, 22nd Oct.—Bali Papan 13th Oct., General—Arnhold, Karberg & Co.
ZWERNA, British str., 1,748, A. Ramsay, 16th October—Sourabaya 6th October, Sugar and General—Chinese.

FUNNELS AND FLAGS.

The Daily Telegraph published the following paragraphs:—"It is as well to treat with some reserve the statement that Messrs. Harland and Wolff are laying down at Belfast two steamships which will eclipse the Lusitania. Undoubtedly they are about to build a big boat for the Hamburg-American Line. She is to be named the Europa, and will have a gross tonnage of somewhere about 40,000 with a length of some 85 ft. Thus, she will exceed the Lusitania in dimensions. She may even surpass her in point of luxury, but it is still an open question whether she will vie with the new Cunarder in point of speed. On the other hand, there is nothing at all definite as to the construction of a liner for the White Star Line, although it may be assumed that Mr. Ismay will not sto short at the Atlantic. Moreover, when it is asserted that the White Star is to build a 50,000-ton ship, whose speed is to depend upon a combination of turbines and reciprocating engines, it is worth recalling that this engineering experiment is to be made in a Dominion liner, not yet laid down.

The story that the Cunard Company has placed an order at Clydebank for "another Lusitania," or for an even bigger steamer, seems to have no substance. Probably what has happened is that orders are being given out for the two vessels of the Carmania type which were fore-ordered some little time ago. It will be remembered that the Cunard Company built two steamers—the Carmania and the Caronia—the former with turbines and the latter with reciprocating engines. These two boats furnished by contrast the best data respecting the working of turbines that any steamship company could desire. The success of the turbine is now demonstrated by the fact that both the new Carmanias are to have the newer form of engine. Already it is being argued that when these new ships are forthcoming, the Cunard Company must establish an English Channel service. This winter both the Carmania and the Caronia are to be put for time in the New York and Mediterranean passenger service.

For the moment public attention is diverted from the Lusitania to her sister ship, the Mauretania, which has this week begun her preliminary trials. Of course, the builders of the new ship are hopeful that she may even surpass the Lusitania in point of speed, but no information on that point is likely to be forthcoming just at present. It is a year ago to-morrow that the Mauretania was launched, and if it takes twelve months to total and perfect her machinery, a little patience must be exercised before its capabilities can be accurately gauged. After her preliminary trials on the North Sea Coast, the Cunarder will go round to Liverpool to dry docked, and will subsequently undergo a series of official trials very much on the lines of those to which the Lusitania was submitted. As the latter vessel of the two, the Mauretania will be found to embody certain features which the other vessel does not possess, but in all important respects they will be as they were designed to be, sister ships.

Interest in the Lusitania will be revived when she begins her return voyage to Liverpool. The conditions usually favour the eastward passage, and September is generally a pleasant month on the Atlantic. It is quite possible, therefore, that the Lusitania will run homeward in a quicker time than she went out, more especially as her engine-room staff will be more accustomed to her. The point, however, seems at length to have been grasped that records are not usually achieved on maiden voyages. It is agreeable to read an acknowledgment of the fact by a director of the Northern wharf-Lloyd Company. His admission is in pleasant contrast to some of the German criticisms, one of which is that the first trip of the Lusitania was not a maiden voyage at all, as she had run over 30,000 miles in the course of her trials. This criticism is little more than a slur. The Lusitania, as a turbine steamer, built under agreement with the Government, was bound to be subjected to long and severe tests.

Everywhere the advent of the Lusitania seems to have exercised a stimulating influence. The Canadian Pacific Railway Company, whose two 20-knot steamers, Empress of Britain and Empress of Ireland, are the fastest boats in the Canadian Atlantic service, has come to the conclusion that it must have still faster steamers. The directors recommend that these two boats shall be transferred to the Pacific, and that they shall be replaced by larger and faster vessels for the Atlantic traffic. Alternatively, they say, two new steamers must be constructed for the Pacific trade, where for some years past three older Empresses, capable of 16 knots, have been running with an excellent reputation, between Vancouver and the Far East. The matter is pressing, because the Canadian Pacific Railway Company's subsidy for the mails between Liverpool and Hongkong will expire next April.

Plainly, Canada is not going to lag behind. The question arises, however, why the Canadian Pacific Railway Company puts forward a somewhat indefinite programme. Mr. Lloyd-George is practically committed to do something towards the development of an "All Red" route. Can it be that the Canadian Pacific is rather waiting on events, in the expectation that the Board of Trade, the Admiralty, and the Post Office will between them agree upon some mail subsidy to build another steamer, not so big or so swift as the new Cunarders, but one which will more than uphold the reputation of the French line. It is believed that a design will be agreed upon which will give a ship of about the same size as the Norddeutscher Lloyd express boat Kaiser Wilhelm II. with propelling machinery of some 40,000 horse-power. It remains to be seen whether the Transatlantic Company will adopt the turbine, but probably the running of the Lusitania will definitely settle the point. The impression is that the new boat will be built in French yards, because the conditions under which the company were asked to furnish foreign construction. If this is the case, quite a number of vessels are being built in this country just now for French steamship companies. Cheap construction and quick delivery are advantages which still stand British ship-builders in good stead.

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